

**LEGISLATIVE SERVICES AGENCY
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FISCAL IMPACT STATEMENT

LS 7797

BILL NUMBER: SB 503

NOTE PREPARED: Mar 3, 2003

BILL AMENDED: Mar 3, 2003

SUBJECT: Railroad Whistle Ordinances.

FIRST AUTHOR: Sen. Riegsecker

FIRST SPONSOR:

BILL STATUS: 2nd Reading - 1st House

FUNDS AFFECTED: **GENERAL**
 X DEDICATED
 FEDERAL

IMPACT: State & Local

Summary of Legislation: (Amended) This bill permits the procedure for adopting a local ordinance concerning the use of train whistles to apply to a rail corridor, instead of to a single railroad crossing. It removes the requirement that the Department of Transportation (INDOT) inspect the crossings that are the subject of the train whistle ordinance at least every five years. The bill authorizes INDOT to create pilot railroad crossing safety projects.

Effective Date: July 1, 2003.

Explanation of State Expenditures: (Revised) The removal of the requirement that the Department of Transportation (INDOT) inspect the crossings that are the subject of the train whistle ordinance at least every five years will mean a potential savings of approximately \$20,000 every five years. Because of the technical nature of the required study, INDOT would contract this out, with the contract amounting to \$20,000. The fund affected is the State Highway Fund.

The INDOT reports that they can complete the studies required within the 120-day time period.

Creating pilot railroad crossing safety projects to improve railroad crossing safety will have an indeterminable impact and will depend upon the type and duration of the projects. The funds affected are the State Highway Fund and potentially federal and local funds.

Explanation of State Revenues:

Explanation of Local Expenditures: The INDOT is responsible for grade crossing safety. Whistle bans increase the risk at crossings. According to INDOT, allowing the crossings involved to be viewed as a

corridor (a series of crossings through a city) allows potential cost savings to local units. The savings may be accomplished by the elimination of some crossings in the corridor. Crossing eliminations are a safety improvement. These improvements will counteract the elimination of whistles. This will vary by site and would require an engineering study to verify the safety of the remaining crossings. Local units may not incur additional costs for added protection at the remaining crossings because of the closures. The INDOT is following the Federal Railroad Administration (FRA) guidelines in this matter.

Creating pilot railroad crossing safety projects to improve railroad crossing safety will have an indeterminable impact and will depend upon the type and duration of the projects. The funds affected are the State Highway Fund and potentially federal and local funds.

State Agencies Affected: Department of Transportation.

Local Agencies Affected: Those units with crossings in a rail corridor.

Information Sources: Mike Scime, Manager, Railroad Division, Department of Transportation, 232-1491; Larry Goode, Chief of Multi-Modal Division, Department of Transportation, 232-1495.

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